



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TRANSPORT AND ROADING COMMITTEE AGENDA

FRIDAY 13 MARCH 2009

AT 8.00AM

AT SOCKBURN SERVICE CENTRE

**IN THE BOARDROOM,
149 MAIN SOUTH ROAD, CHRISTCHURCH**

Community Board: Mike Mora (Chairperson), Helen Broughton, Jimmy Chen, Beth Dunn, Judy Kirk, Peter Laloli and Bob Shearing.

Community Board Adviser

Liz Beaven

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- PART A - MATTERS REQUIRING A COUNCIL DECISION**
- PART B - REPORTS FOR INFORMATION**
- PART C - DELEGATED DECISIONS**

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13. 3. 2009

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1. **APOLOGIES**
2. **DEPUTATIONS BY APPOINTMENT**
3. **CORRESPONDENCE**
4. **BRIEFINGS**

5. WILLIAM BRITTAN AVENUE – PROPOSED NO RIGHT TURN SIGN

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager, Alan Beuzenberg
Author:	Malcolm Taylor Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committees' recommendation to the Board to approve the installation of a No Right Turn sign on William Brittan Avenue at the right turn exit lane from John Olliver Terrace, onto William Brittan Avenue.

EXECUTIVE SUMMARY

2. The Network Operations Team has received a request from a resident of John Olliver Terrace seeking clarity on the use of the right turn exit lane from John Olliver Terrace, onto William Brittan Avenue, Halswell. (Refer to the **attached plan**.)
3. The exit lane is designed only for use by vehicles turning right out of John Olliver Terrace onto William Brittan Avenue. It is not designed for vehicles turning right from William Brittan Avenue into John Olliver Terrace; however some vehicles have been using it for this purpose.
4. William Brittan Avenue and John Olliver Terrace are classified as local roads with a speed limit of 50km/h.
5. The proposed installation of a No Right Turn sign on William Brittan Avenue at the John Olliver Terrace exit lane will clarify to motorists that vehicles travelling north on William Brittan Avenue are prohibited from making a right turn at the exit.
6. Local residents were not consulted as none were considered to be directly affected by this proposal. The Halswell Residents Association support this proposal.

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is approximately \$250.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

8. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

9. Part 2, Clause 14 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install turning restrictions by resolution.
10. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic controls.
11. The installation of any signs and/ or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

12. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

5 Cont'd.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

14. As above.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Council Strategies including the Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

16. As above.

CONSULTATION FULFILMENT

17. Local residents were not consulted as none were considered to be directly affected by this proposal.

18. The Halswell Residents Association support this proposal.

STAFF RECOMMENDATION

It is recommended that the Committee recommends to the Board to approve a No Right Turn sign be installed on William Brittan Avenue at the right turn exit lane from John Olliver Terrace onto William Brittan Avenue.



Original Plan Size: A4
 ISSUE.1 09/01/09
 TP100940 MCD

WILLIAM BRITTAN AVENUE
 Proposed No Right Turn Sign
For Board Approval



6. MATIPO STREET – PROPOSED PEDESTRIAN ZEBRA CROSSING

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager, Alan Beuzenberg
Author:	Malcolm Taylor Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committees' recommendation to the Board to approve the installation of a Pedestrian Zebra Crossing on the Matipo Street left turn slip lane at Riccarton Road.

EXECUTIVE SUMMARY

2. The Network Operations Team has received a request from a resident living near the intersection, that a Pedestrian Zebra Crossing be installed from the kerb to the raised traffic island on the Matipo Street left turn slip lane at Riccarton Road. (Refer to **attached plan**.)
3. Matipo Street is classified as a collector road and Riccarton Road a minor arterial road. Matipo Street has an average daily traffic count of 12,700 and Riccarton Road 29,000. This high volume of traffic makes crossing the road unaided difficult for pedestrians.
4. Traffic Signals, incorporating a pedestrian crossing phase, were installed at the Matipo Street and Riccarton Road intersection. However, the left turn slip lane from Matipo Street into Riccarton Road is controlled by a Give Way Sign, not by the Traffic Signals.
5. Pedestrians use the Traffic Signals to cross Riccarton Road and Matipo Street. However, pedestrian movement between the kerb and the raised traffic island on the Matipo Street left turn slip lane at Riccarton Road is uncontrolled. Pedestrians must therefore cross the left turn lane during breaks in the traffic flow.
6. The Pedestrian Planning and Design Guide (December 2007) recommends that a pedestrian zebra crossing with a raised platform is the appropriate crossing for this situation.
7. The installation of a Pedestrian Zebra Crossing with a raised platform between the kerb and the raised traffic island on the Matipo Street left turn slip lane at Riccarton Road, will provide the completion of a pedestrian priority crossing facility for pedestrians across the entire intersection.
8. Local residents were not consulted as none were considered to be directly affected by this proposal. The Central Riccarton Residents Association support this proposal.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$3,000.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

10. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

11. The installation of any Pedestrian Zebra Crossing signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

12. As above.

6. Cont'd.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

14. As above.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Council Strategies including the Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

16. As above.

CONSULTATION FULFILMENT

17. Local residents were not consulted as none were considered to be directly affected by this proposal.
18. The Central Riccarton Residents Association support the installation of a Pedestrian Zebra Crossing on the Matipo Street left turn slip lane at Riccarton Road.

STAFF RECOMMENDATION.

It is recommended that the Committee recommends that the Board approve that a Pedestrian Zebra Crossing with a raised platform be installed on the Matipo Street left turn slip lane at Riccarton Road.



Original Plan Size: A4
 ISSUE.2 27/01/09
 TG100942 MCD

MATIPO STREET
 Proposed Pedestrian Zebra Crossing
For Board Approval



7. BRYNLEY STREET TRAFFIC CALMING

General Manager responsible:	General Manager City Environment Group, Jane Parfitt DDI 941 8608
Officer responsible:	Transport and Greenspace Manager, Alan Beuzenberg
Author:	Jennie Hamilton, Consultation Leader Transport DDI 941 5207

PURPOSE OF REPORT

1. The purpose of this report is to seek approval of the Riccarton/Wigram Community Board to proceed to detailed design, tender and construction for the proposed traffic calming works in Brynley Street, Hornby, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. The project was initiated by Traffic Engineer Malcolm Taylor on 24 June 2008. Neighbourhood Improvement Work was carried out at the intersections of Brynley Street/Oakhampton Street (northern end) and Brynley Street/Trevor Street in 2002/2003. This comprised a roundabout at each intersection with the aim of calming traffic. The Riccarton/Wigram Community Board has received repeated complaints that this work had not produced the desired speed reduction sought by residents. The purpose of this project is to reduce the speed and numbers of vehicles on Brynley Street.
3. The objectives of the project are as follows:
 - (a) To reduce the speed and numbers of vehicles on Brynley Street, and particularly at the intersection of Trevor and Oakhampton Streets;
 - (b) To maintain or improve safety for all road users;
 - (c) Meet Network accepted standards and engineering best practice;
 - (d) To complete the project within the allocated budget;
 - (e) To complete the construction within the 2008/09 budget.

FINANCIAL IMPLICATIONS

Do the Recommendations of this Report Align with the 2006-16 Long Term Council Community Plan (LTCCP) budgets?

4. The proposed traffic calming works are being implemented as part of the Transport and Greenspace Unit's Neighbourhood Improvement Works in the 2008/09 financial year.
5. This recommended option has an estimated cost of \$176,436. The Transport Programme Control Group has confirmed that there are sufficient funds available from 2008/09 Neighbourhood Improvement Works Programme Funding to meet the full cost of the project.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

6. There are no legal implications for this project.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

7. The project aligns with the Transport and Greenspace Unit's Asset Management Plan and is consistent with the mild and moderate traffic calming restraints suggested in the Hornby Local Area Traffic Management Scheme.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

8. The Brynley Street Traffic Calming Project meets the Council's objective for Streets and Transport in the LTCCP to provide a sustainable network of streets connecting the main traffic routes with properties, while contributing to the liveable environment. This project is part of the strategy to provide systems and devices to support user safety.

7. Cont'd.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

9. This project is consistent with key City Council strategies including the Road Safety Strategy.

CONSULTATION FULFILMENT

10. The Riccarton/Wigram Community Board's Transport and Roothing Committee was briefed about the project on 22 July 2008. Members were advised that a number of residents and other key stakeholders had been questioned about traffic issues in Brynley Street in order to gain a better understanding of driving behaviour and possible options.
11. The project team's preferred plan was presented to the Committee at a seminar on Friday 24 October 2008. No subsequent amendments were required.
12. Community consultation on the proposed plan was undertaken between 7 and 28 November 2008. More than 500 consultation leaflets were delivered to households and businesses in Brynley Street, Oakhampton Street, Trevor Street and sections of Tower Street, Amyes Road, Main South Road and Springs Road. Leaflets were also sent to 135 absentee property owners, and posted or emailed to other stakeholders.
13. One hundred and twenty four responses were received as a result of community consultation. Almost 71 per cent (88) of respondents generally supported the proposal, almost 18 per cent (22) did not support the plan and 11 per cent (14) did not indicate their position. Strongly held views were expressed both for and against the proposal but a clear majority supported the proposed plan. The main issues were disruption to residents caused by speeding drivers, particularly at night, lack of enforcement, ineffectiveness of the roundabouts, and problems caused by some truck drivers. Although some residents felt that the proposed traffic calming in Brynley Street would encourage more vehicles to divert into Oakhampton and Trevor Streets, many of them still supported the scheme.
14. A summary of feedback and project team responses is available on request.
15. Changes made as a result of community consultation were as follows:
- (a) Relocation of speed hump from outside No. 9 / No. 10 Brynley Street to the boundaries between No. 7/9 and No. 8/10 Brynley Street;
 - (b) Relocation of speed hump from outside No 17 and No 18 Brynley Street to between No. 19 and No. 20 Brynley Street;
 - (c) Relocation of speed hump from outside No. 68 and No. 77 Brynley Street to between No. 66 and No. 75 Brynley Street.

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board: approve the plan for the Brynley Traffic Calming Project, shown in **Attachment 1**, for final design, tender and construction.

7 Cont'd.

BACKGROUND (THE ISSUES)

16. Brynley Street is a 1075m long local road with a 14 metre wide carriageway. It is not a bus route.
17. Residents have complained for many years about speeding and other illegal driving behaviour in Brynley Street. Traffic surveys show that the mean speed is close to the posted speed limit of 50 Km/hr. The 85th percentile speed on Brynley Street is considerably higher than the posted speed limit. This higher speed is typical in most of the 14m wide, local streets around Christchurch. The maximum speed observed at these locations are significantly higher than the posted limit, and this confirms the concern of the local residents.
18. Eleven of the fifteen crashes found on Brynley Street occurred at the Main South Road intersection which is outside the scope of this project. The four crashes that occurred on Brynley Street are independent of each other and no specific treatment is proposed. Crashes should reduce with speed reduction, however, inattention was a common crash factor and this may not change.
19. To address traffic-related concerns two roundabouts were installed at the intersection of Brynley and Oakhampton Streets and Brynley and Trevor Streets in 2002/2003. Some residents have reported that the roundabouts, by themselves, have been ineffective in slowing traffic.
20. At the Transport and Roding Committee seminar on 24 October 2008 some Board members were concerned that the two controversial roundabouts constructed by the City Council in 2002/3 remained in the proposed plan. One member pointed out that speed humps had been excluded from the earlier speed calming project. The meeting also heard that the Board had previously made a commitment to residents that a public meeting would be organised to discuss traffic issues in Brynley Street. Board members agreed that the project team's proposed scheme should go out for community consultation. The Board would then decide whether further action was necessary after it had assessed the community's response.
21. Two public information drop-in sessions were held at the Hornby Plunket Rooms, 27B Tower Street, on Wednesday 12 and 19 November 2008. About 20 people attended these sessions.
22. Members of the Council's project team met the Wigram Residents' Association on Monday 15 December 2008. Issues raised included vibrations caused by speed humps, the proposed trees creating blind spots for people trying to back out of driveways and the difficulty of turning onto the Main South Road and Springs Road. The Association also pointed out that gutters/sumps also needed to be cleaned more frequently and effectively.
23. On 19 January and 10 February 2009 Senior Constable Peter Carrington provided an update on his recent moves to crack down on illegal racing in Brynley Street and the wider Hornby area. Residents who complained about driving behaviour were given blue forms indicating that if they provided a registration number and were prepared to give evidence in court Senior Constable Carrington would act. At the time of writing this report it is understood that two cars belonging to Brynley Street residents have been impounded and a Riccarton driver faces four complaints relating to driving behaviour in Brynley Street. Police had received no further complaints from residents about boy racer activity in the street in the three weeks ending 10 February 2009.
24. The project team also met Peter Goodwin, Area Manager of the NZ Road Transport Association, and Rod Auton, Chief Executive of the NZ Trucking Association, to discuss truck-related complaints arising from consultation. No evidence of physical damage caused by trucks was found in Brynley or Trevor Streets. Both organisations offered to work with Council to resolve any issues when complaints were received. In November 2008 the City Council passed a by-law banning the parking of trucks in residential streets included in the Heavy Vehicle Parking in a Residential Area Register. Applications (for a ban) are considered for individual streets. Each inclusion in Register must be resolved by the Council.)

7 Cont'd.

THE OBJECTIVE

25. The objective of the project will be achieved by installing eight speed humps along the length of Brynley Street to reduce the speed of vehicles and improve the safety of all users.

THE OPTIONS

26. Five options were developed for comparison for the traffic calming of Brynley Street.
27. None of the options involve kerb and channel renewal which may not be scheduled for up to 20 years.
28. The final recommended option is a combination of the best features of Option 3 and Option 5 and is considered to be the most cost effective.

OPTION 1

29. Option One involved speed humps that span full width of road at spacing of approximately 80 metres.
30. This option would allow ten to 12 speed humps along Brynley Street. It largely met the project objectives but was eliminated primarily on the grounds of cost.

OPTION 2

31. This option is an alternative design for speed humps and includes kerbside build-outs that can be planted. This creates a physical narrowing of the road which helps to locate the humps which would be spaced about 80 metres apart.
32. This option largely met project objectives but was rejected primarily on the grounds of cost.

OPTION 3

33. This is an alternative design for speed humps, which includes kerbside build-outs, that can be planted. This creates a physical narrowing of the road which helps to locate the humps which would be spaced about 120 metres apart. (**See Attachment 2**).
34. This proposal largely met project objectives and was considered the most cost effective.

OPTION 4

35. This option introduces a raised platform at the intersection of Brynley Street and Oakhampton Street south. The platform would be raised 100mm with a coloured and textured surface (street print, cobbled pavers or similar).
36. This proposal largely met project objectives but was rejected primarily on the grounds of cost.

OPTION 5

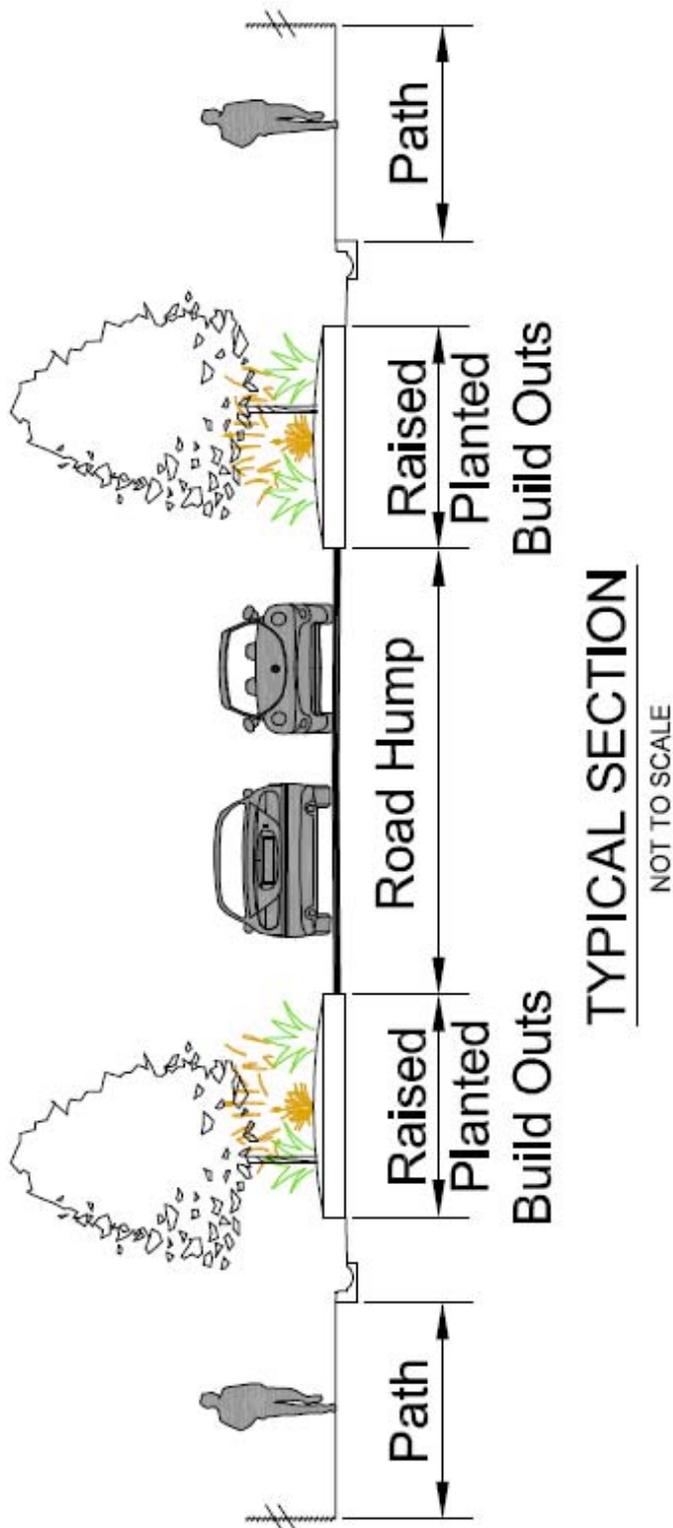
37. This option investigates building up the centre island with extra soil and landscape planting on both of the two existing roundabouts. There is evidence that some motorists are driving through the roundabout islands.
38. This option was adopted as it was considered that speed humps, build-outs and raised roundabouts would complement each other and provide the most efficient, cost effective method of calming traffic in Brynley Street.

7 Cont'd.

THE PREFERRED OPTION

39. (a) This recommended option includes installing speed humps nominally spaced 120 metres apart including kerb side build-outs with landscape plantings both sides of the road and enhancing the centre island of the two existing roundabouts. The build-outs on each side of the carriageway are proposed to be a semicircle three metres wide. There is a one metre wide space between kerb and dish channel and the build-out to allow for kerb sweeping and maintenance. It can also be used by cyclists who are comfortable riding through a narrow gap to avoid conflict with an oncoming or following car at the speed hump.
- (b) The speed hump width will allow two way flow and will slow vehicle speed down (as drivers are forced to slow for the vertical deflection and they will also feel less comfortable travelling fast through a narrowed environment).
- (c) The speed humps will reduce the speed of vehicles on Brynley Street and this will improve the safety for all road users. It is unknown whether the speed humps will reduce the numbers of 'through' vehicles using Brynley Street. However the Council Project Team believes that some drivers currently using Brynley Street as a short cut will prefer to use Amyes Road, a collector road, rather than travel over the speed humps.
- (d) The proposed speed hump design is as per the CCC Christchurch City Council CSS Contract Standard Specification document. The speed humps will have the standard permanent warning and speed advisory signs at each location. There will also be back to back bridge end marker signs on both sides of the road between the narrowest points of the speed hump islands.
- (e) Carpinus Fastigiata (upright hornbeam) trees are proposed for each of the kerb build-outs on both sides of every speed hump. The purpose of the trees in the kerb build-outs on both sides of the hump is to provide this vertical element that makes the road feel even narrower at these locations. The deciduous trees will be small to medium in size so they should not present a non frangible obstacle and should not interfere with overhead powerlines. Trimming of lower branches should maintain views of traffic and pedestrians.
- (f) The landscaping at the kerb build outs and in the roundabout central islands is to be low groundcover less than 500mm high.
- (g) This option does not change the priority control or any of the pedestrian facilities on Brynley Street.





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8. UPDATE ON CURRENT TRANSPORT ISSUES

- Tony Spowart, Regional Traffic and Safety Manager, New Zealand Transport Agency with discuss with the Committee matters in relation to New Zealand Transport Agency roads within the Riccarton/Wigram Ward.
- Committee's Current Transport Issues Memo

9. ELECTED MEMBERS' INFORMATION EXCHANGE